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## OFFICIAL ENDORSEMENT.

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### [LETTER FROM THE GOVERNOR.]

EXECUTIVE OFFICE,  
RALEIGH, N. C., April 23rd, 1884.

I have looked through the statement of President Gray, the appendix by Prof. Kerr, and the intervening pages of a pamphlet entitled "Descriptive Gazette of the Cape Fear and Yadkin Valley Railway," Wilmington and Northwestern North Carolina.

Until the Spring of 1883, the State of North Carolina was the chief owner of the Cape Fear and Yadkin Valley Railroad, at which time I and my associates, by authority of the General Assembly, transferred the State's interest in the road to Robert W. Donnell and K. M. Murchison, of New York, A. Y. Stokes of Richmond, Jno. D. Williams and E. J. Lilly of Fayetteville, J. Turner Morehead of Leaksville, Robert T. Gray of Raleigh, W. A. Lash of Walnut Cove, W. A. Moore of Mount Airy, Eugene Morehead of Durham, D. W. C. Benbow and Julius A. Gray of Greensboro. The purchasers are all known to me personally, except Robert W. Donnell, of New York, and I know him well by reputation, and I do not hesitate to say they are all men of the very highest character. It will not be easy to find the same number of men engaged in one enterprise who are their equals, in all things entitling them to the respect and confidence of capitalists and the public generally.

I became Governor of the State in February, 1879, and have since that time been discharging the duties of that office. I have made the resources of the State, and the best means of developing them, my great study, and I think it will be admitted I have some familiarity with these subjects. There were two great railroad enterprises under con-

trol of the State when I came into office, both of which were in a very unsatisfactory condition, until the State sold her interest in them. I refer to the Western North Carolina Railroad and the Cape Fear and Yadkin Valley Railroad. The progress made in extending these roads was slow, because the means at the command of the State was small, and as a consequence, the sections of the State dependent upon these roads for growth and development suffered.

Believing railroads to be the great developers of the resources of a country, I welcomed the opportunity to place these properties in the hands of individuals of energy and means. Since the sale of these roads by the State, the work of extending them has been rapid, and the development and growth of the country along their line wonderful, and the policy of selling them fully justified.

I have interlarded this statement with these general remarks, and what may seem to some irrelevant narrative, that those who read it may know something of my opportunities for information as to the matters specially concerning the Cape Fear and Yadkin Valley system. This system contemplates a continuous and independent line of railway from the southeastern to the northwestern sections of the State. I have been into every county along this contemplated line, and I know the people, the country and its resources.

The people are law abiding, industrious and thrifty; the country is rich in resources and has great capabilities for development and wealth.

The counties of the northwestern part of the State, which will be opened up and developed by the Yadkin Valley branch of this system, are especially fertile. In fact, I do not know a finer section of country in this or any other State.

While I have not had time to verify every statement in the pamphlet, I believe the important facts, figures and statements are taken from official sources and are correct.

I do not think the picture of the country through which the road passes, and its resources and possibilities, as set out in this pamphlet, are overdrawn.

THOS. J. JARVIS,  
*Governor of North Carolina.*

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[LETTER FROM THE STATE TREASURER.]

TREASURY DEPARTMENT,  
RALEIGH, N. C., April 24th, 1884.

I have carefully read the "Descriptive Gazette of the Cape Fear and Yadkin Valley Railway," and from personal knowledge of the subjects therein treated, unhesitatingly endorse the same as a plain and correct statement of the facts. The officers and directors of the company are personally known to me to be honest and upright gentlemen, and every statement made by them can be implicitly relied upon. It affords me pleasure to officially sanction any movement that tends to benefit the State, when I know that it is candidly and truthfully made.

J. M. WORTH,  
*State Treasurer.*

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[LETTER FROM THE STATE AUDITOR.]

AUDITOR'S DEPARTMENT,  
RALEIGH, April 25th, 1884.

The compilation of statistics of wealth, acreage and tax values as presented in the Descriptive Gazette of the C. F. & Y. V. R'y, were taken from the files in this office, and are correct as officially furnished from the several counties along the line of the Railway; and all statements of fact based on official data in this Department can at any time be verified at this office.

C. E. CROSS,  
*Chief Clerk to Auditor of State.*

[LETTER FROM THE COMMISSIONER OF AGRICULTURE.]

DEPARTMENT OF AGRICULTURE,  
RALEIGH, April 25th, 1884.

I have read the "Descriptive Gazette of the Cape Fear and Yadkin Valley Railway" with much interest. The description of the country traversed by this line, as also of its resources, is true and just. Indeed, I know of no railway of equal length where the natural wealth of the country is so great. Its great resources will be evident upon a mere enumeration of what is found along its course. At its eastern terminus is a large area of country underlaid with phosphate rock of a high grade; along the middle part are extensive beds of coal and iron, and similar beds of coal and iron, together with limestone, at its present western terminus. All the cereals are grown along this line of railway, from the rice of the Cape Fear to the wheat of the middle section. Along the western half of it much of our finest fruit and of our best tobacco is produced. Lastly, though this list is far from embracing all that gives value, and even exceptional value, to the region of country here spoken of, the finest timbers abound there from the long-leaf pine to the walnut, hickory, maple, and other hard woods used in the arts.

The broadest basis of agricultural and manufacturing prosperity exists along this line. Now that this Railway is completed it needs no prescience to foretell that the country through which it passes must soon become the seat of busy industries. Its direct communication with ocean steamships is a crowning advantage.

Respectfully,

M. McGEHEE,

*Com'r of Agriculture.*



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